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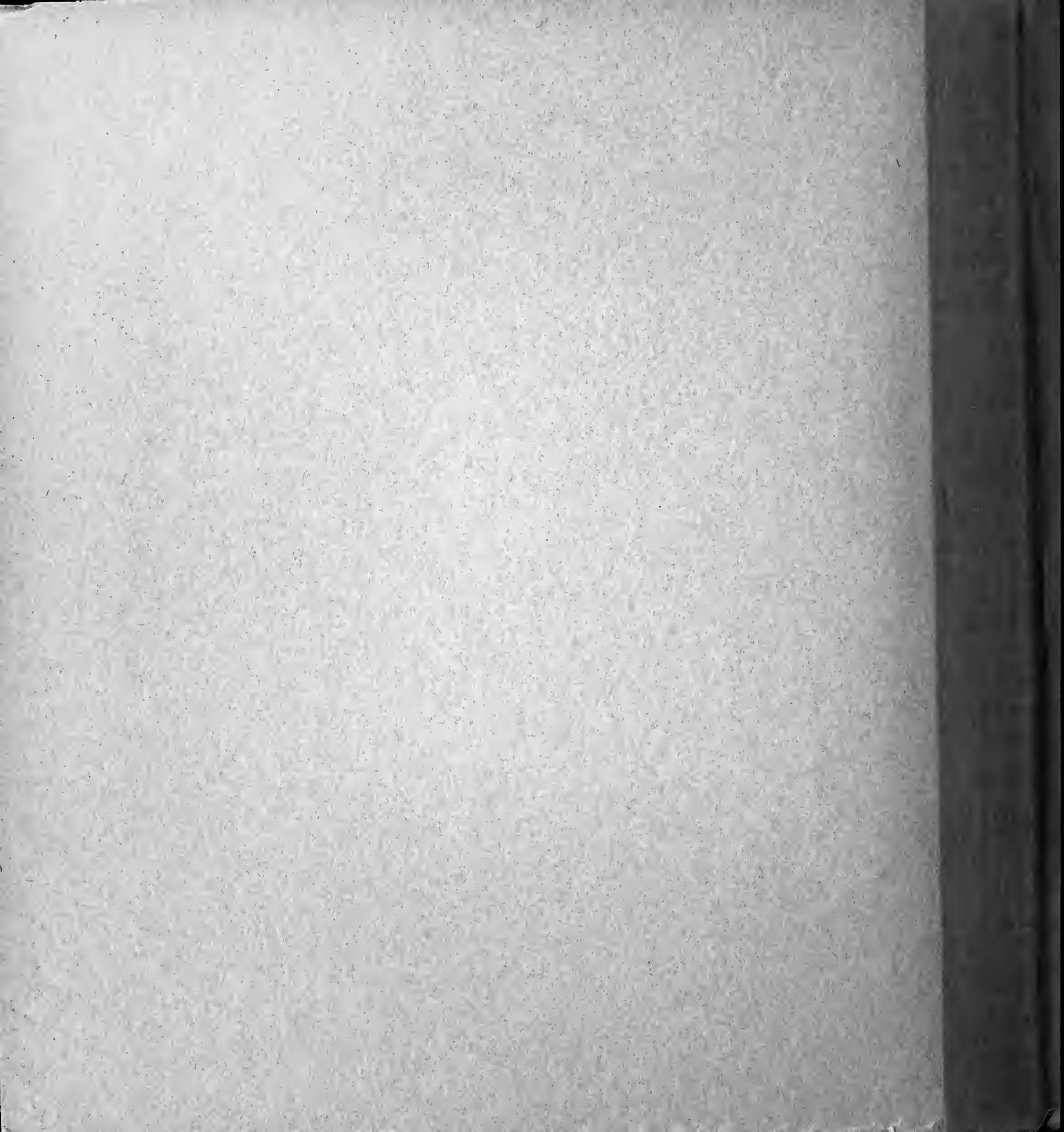
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ITINERARY for SWISS TRAVEL

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COMPLIMENTS OF



W. A. Fuller

9263^p

JUN 5 1884

An Itinerary

For Swiss Travel.

W. & A. Fuller.



"L'univers est une espèce de livre, dont on n'a lu que la première page, quand on n'a vu que son pays."

LE COSMOPOLITE.

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BY

W. J. A. FULLER.




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WITH THE COMPLIMENTS
OF

W. J. A. FULLER.







An Itinerary for Swiss Travel.


"REISEN IST LEBEN."

THE German's motto has become appropriate for the American. The increasing desire of our countrymen to travel in foreign lands is more and more evident. A French authoress has said that "travel is the saddest of all pleasures;" but she was an unwilling exile, the bitterness of whose experience is told in the reason which she adds: "for travel is a continual arrival where no one expects you, and a





departure where no one regrets you." It is true that the traveler cannot find the welcome or the comforts of his home; but it is probable that in Switzerland there is a nearer approach to the kind ways of home than in any other European country. The cordial greeting at hotel or hospice, the efforts made for the traveler's entertainment, the hearty "Adieu" spoken at his departure,—these render a journey among the Swiss something other than "the saddest of pleasures." Every traveler thinks better of a country where he has found good hotels. In Switzerland these are most excellent. This is true not only of the large and modern establishments, at such




places as Geneva, Interlaken and Zermatt, but also of the
many small hostelries; and the traveler,

"Where'er his stages may have been,"


will find, that, in the French and German portions of Switz-
erland, there awaits him—

"The warmest welcome at an inn."

Here, as elsewhere, the traveler will ask three questions :
"Where?" "How long?" "How much?" He desires to know
the route, the time and the cost of his journey. The average
American is far more impatient of the expenditure of his




time than of his money; but he is most impatient of the study of details; and he is willing to waste both time and money, and see little, rather than to work out a plan for his travel. Therefore, having set apart a certain number of days for the Continent, he accepts tickets for some "circular Swiss tour," follows the crowd over the beaten paths, travels rapidly and for the most part by rail and diligence, sees Mt. Blanc from Geneva, gets a glimpse of the Jungfrau from his window at Interlaken, rattles over the Brünig, rests for a few days at a fashionable hotel at Lucerne, rides up the Rigi,—and then hastens to Paris to spend the remainder of his time and money,




flattering himself and informing his friends that he has seen
Switzerland.

The Swiss guide-books are numerous and excellent. They
give ample information about all parts and places; but it
remains for the traveler who would see the glory of the land
to decide which of these places he will visit, and in what
order he will enjoy them.


In presenting the following itinerary, it is hoped that a
service will be rendered to some who desire to reach, in the
most expeditious and least fatiguing way, the more important
parts of this little country of great wonders. The route has



not been arranged by the writer, and he has not tested all of its stages. He is indebted for it to one whose frequent visits and careful habits of observation and comparison render his opinion most valuable; one, moreover, who desires to give others the benefit of his experience. The itinerary avoids as much as possible the more crowded paths of Swiss travel: it is not described in any of the popular "Swiss tours:" it is not included in any of the "circular tickets." It is intended, although not exclusively, for those who are able and willing to walk; for without some walking many of Switzerland's treasures cannot be explored. On many of the roads and




paths, owing to the roughness or the steep ascent, one can advance as rapidly on foot as on horseback; and the time given is for either method. It is not expected that all of the stages of the journey will be made on consecutive days; but each stage can be accomplished in one day. The itinerary does not give directions for visits in the large towns or cities; full particulars will be found in all the guide-books. The hours of departure for trains, boats and diligences, and all details by the way are omitted; for it is presumed that the traveler will examine the local time-tables, consult the "portier," and have at hand Baedeker's compact and most comprehensive guide-book.



In lieu of private posting, which is prohibited, the Swiss Government conducts a system called "Extra-post." Horses and carriages may be ordered at the principal post-offices, at fixed rates; and the wise traveler will not ask for a conveyance at his hotel, unless he has failed in his application to the post-master. Occasionally, "return carriages" can be found, and engaged at a low rate.


A guide is absolutely necessary for the long and hard walk from Le Breuil to Zermatt. In some places a guide will be a great convenience, saving the traveler's steps and time. In other places the path is so distinct and so smooth




that it can be followed without difficulty, even by the inexperienced. Baedeker's advice in each case may be followed without hesitation.

When walking, the traveler will find that even a little baggage will soon become a great incumbrance. The Swiss postal system makes it possible to send one's valise from town to town with safety and reasonable dispatch; and the traveler will do well to avail himself of this convenience. He will be careful, however, to accompany his baggage whenever it crosses the frontier.

Switzerland should be visited in August. During this

A decorative flourish consisting of a spiral line that curves upwards and to the right, ending in a small arrowhead pointing towards the text.

month the traveler has a reasonable hope of escaping the
cloudy weather and the rains, which, in other months, detract
so much from the pleasure and profit of the journey, and
often prevent it continuance. One who would enjoy the
Alps must have a clear atmosphere and a bright sky : of
these he is most sure in August.

A decorative flourish consisting of three vertical parallel lines that curve downwards and to the right, ending in a small arrowhead pointing towards the text.

Itinerary.


1st Stage.—Paris or London to Neuchâtel: 13 or 20 hours. At Neuchâtel ascend Chaumont for view of lakes, the Jura, and the high Alps; good introduction to Switzerland.

2nd—Neuchâtel to Geneva: Rail to Lausanne, 2½ hours; steamer on lake to Geneva, 3 hours.

3rd—Geneva to Chamonix: Diligence, 53½ miles, 9 hours. Mont Blanc, monarch of European mountains.

4th—Chamonix to Argentièrre: Ascend (walk or ride) the Montanvert, 2½ hours; cross the Mer de Glace, descend the Mauvais Pas to the

Chapeau, $1\frac{1}{2}$ hours; thence walk (or ride on horses sent around from Montanvert) to Lavancher and Argentière, $2\frac{1}{4}$ miles.



5th—**Argentière to Vernayaz** : Drive from Argentière to Le Châtelard, $2\frac{3}{4}$ hours; here the two routes to the Rhone Valley separate, the one on the right leading over the Tete-Noire to Martigny, the one on the left leading by Salvan to Vernayaz : taking the latter, drive to Vernayaz, $3\frac{1}{2}$ hours. Here visit the imposing Gorge du Trient, near, and the waterfall of the Pissevache, 1 mile.

6th—**Vernayaz to Gt. St. Bernard Hospice** : Rail or carriage to Martigny, $3\frac{1}{2}$ miles ; thence drive to Cantine de Proz, 24 miles, the end of the road ; thence walk or ride to the Hospice, $2\frac{1}{2}$ hours, or $11\frac{1}{2}$ hours from Martigny.

7th—**Gt. St. Bernard Hospice to Châtillon** : Walk or ride from the Hospice

to St. Remy, 1 hour, where the road begins; drive thence to Aosta, 13 miles; diligence thence to Châtillon, 15 miles, 3 hours.

8th—**Châtillon to Le Breuil**: Walk or ride, 7 hours; ascend through chestnut groves, pass village of Val Tournanche.

9th—**Le Breuil to Zermatt**: Guide absolutely necessary; long and laborious; after 2 hours, climb Val Tournanche glacier and ascend to Théodule Pass, 4 hours; after halting at this elevation of 10,899 feet, descend the Upper Théodule glacier, 1 hour, and continue to Zermatt, 4½ hours.

10th—**Zermatt to the Gorner Grat and Return**: Walk to the Riffel Hotel, 3 hours, and thence to the Gorner Grat, 1½ hours; elevation, 10,289 feet; very impressive panorama of snow peaks and glaciers; Monte Rosa, the Matterhorn; return by same route.



11th—**Zermatt to Leukerbad**: Drive from Zermatt to St. Niklaus, 12 miles; walk or ride thence to Visp, 4 hours; rail thence to Leuk-Susten, 12 miles; drive thence to Leukerbad, $10\frac{1}{2}$ miles, $3\frac{1}{2}$ hours.


12th—**Leukerbad to Interlaken**: Walk or ride over the Gemmi Pass, ascending the spiral pathway hewn in the face of the almost perpendicular rock, $2\frac{1}{2}$ hours; magnificent view at summit; thence on to Kandersteg, at the northern foot of the path, $3\frac{1}{2}$ hours; thence drive to Spiez on Lake of Thun, 19 miles; thence steamer to Därlingen, 45 minutes, the terminus of the railway; by rail to Interlaken, 10 minutes. From Interlaken an evening excursion may be made to the Giessbach; (rail to Bönigen, 12 minutes, steamer on Lake of Brienz about 30 minutes;) during the summer the Falls are illuminated with Bengal lights every evening.

13th—Interlaken to Grindelwald: Drive from Interlaken to Lauterbrunnen, 8 miles; see Staubbach, falling 980 feet; ascend the Wengern Alp, 3 hours, walk or ride; here, in August, see fall of ice avalanches from side of Jungfrau; continue to the Little Scheideck, 45 minutes, and thence descend to Grindelwald, 2½ hours. The close approach to the giant mountains of the Bernese Oberland, and the sight and sound of the avalanches will render this a memorable day. At Grindelwald, see Lower Glacier and the gorge left by its retrogression.

14th—Grindelwald to Hotel Reichenbach: Walk (or ride) about 6 hours, passing over the Great Scheideck, visiting the Baths of Rosenlaui and the Reichenbach Falls. The village of Meiringen can be surveyed from the hotel, and is hardly worth a visit. (If the traveler desires



a pleasant resting-place and is not too weary, he may continue his journey to Im-Hof, $3\frac{1}{2}$ miles, and spend the night in this attractive and quiet village.)



15th—Hotel Reichenbach (or Im-Hof) to the Grimsel Hospice : An easy day's journey ; walk, about 9 hours. While resting at noon, see Handeck Fall from every point of view : its height, volume, and surroundings render it one of the grandest of Alpine waterfalls. From the inn at Handeck to the Hospice, $2\frac{3}{4}$ hours, the path is through a bleak and barren region.

16th—Grimsel Hospice to Rhone Glacier : Walk, $2\frac{1}{4}$ hours ; ascend in 1 hour to the summit of Grimsel Pass, and then descend rapidly, reaching and passing down a steep, grassy slope with rhododendra, in


full view of the Rhone Glacier, that "gigantic, frozen waterfall:"
hotel at its base.

17th—Rhone Glacier to Andermatt: Diligence or carriage, 21 miles, over
the Furka Pass; at summit magnificent views of Bernese Alps and
the Alps of Valais. At Andermatt, walk to the Devil's Bridge over
the Reuss, $1\frac{1}{4}$ miles, on the St. Gotthard route.

18th—Andermatt to Disentis, Ilanz or Reichenau: (The journey from
Andermatt to Thusis may be broken at any of these three places;)
Oberalp Pass; diligence, about 20, 40 or 53 miles; secure seat
affording view, for the valley of the Vorder Rhein, east of the Pass,
is one of the most beautiful in Switzerland.

19th—Disentis, Ilanz or Reichenau to Thusis: 43, 23 or 10 miles. At





Reichenau the route turns to the south from the valley of the Vorder Rhein to the valley of the Hinter Rhein, and follows this to Thusis. At Thusis, take a short walk to the famous Via Mala, the feature of the Splügen route.

20th—**Thusis to Samaden**: Diligence from Thusis to Tiefenkasten; the Schyn Pass, 9 miles, 2 hours; diligence from Tiefenkasten to Samaden, the Albula Pass, about 30 miles: the whole route has interesting mountain scenery, and the Albula Pass is a "wild, rocky chaos." From Ponte, at the end of the Albula road, the route turns to the south and ascends the valley of the Inn. (After reaching Samaden, the chief village of the Upper Engadine, the traveler, if not too weary, may continue his journey to Pontresina, $3\frac{1}{4}$ miles, and spend the night in this favorite village of the mountaineers.)


NOTE.—From Samaden (or Pontresina) the traveler, if he has time and can expect fair weather, may make a most interesting excursion. This will give him an acquaintance with part of the Tyrol, a ride through the Lower Engadine, and the crossing of two important passes,—the Stelvio, the highest in the Alps practicable for carriages, and the Bernina, the next highest. The trip may be made in these stages :

(a.) *Samaden to Le Prese* : over the Bernina, diligence or carriage, 27 miles, about 6 hours ; the night is spent at this village on the shore of a pretty lake near Poschiavo.

(b.) *Le Prese to Baths of Bormio* : diligence or carriage, about 35 miles, 8 hours ; fine view of the Ortler, (12,814 feet).

(c.) *Baths of Bormio to Trafoi* : diligence or carriage, 18 miles ;





over the Stelvio. The Stelvio road, which, at the summit, is 9,045 feet high, is remarkable for its great elevation, the engineering difficulties in its construction, and the variety and magnificence of its scenery. From Bormio the road ascends the vine-clad hills of the Valtellina, and climbs to the region of huge glaciers and snow-fields at the summit. The Pass is never free from snow, except in warm summers. It is almost on the boundary between Italy, Austria and Switzerland. From Trafoi, a charming spot, walk in less than an hour to the Three Holy Springs, at the foot of the Ortler.

(d.) *Trafoi to Mals*: 17 miles; diligence or carriage; those who walk, can on the way visit Glurns, a queer old fortified town.

(e.) *Mals to Nauders*: diligence or carriage, 17 miles; fine view of the ice-clad Ortler.

(f.) *Nauders to Schuls*: diligence or carriage, 16 miles; the route ascends the valley of the Inn. Before starting (or on the way, by using a footpath,) visit Hoch-Finstermünz, at the summit of the beautiful Finstermünz Pass.

(g.) *Schuls to Samaden*: diligence or carriage, 34 miles; the road continues to ascend the valley of the Inn; towers and ruined castles, pine-clad hills and snowy peaks of the Lower Engadine.

21st—**Samaden to Promontogno**: Passing through St. Moritz, crossing the Maloja Pass, descending the Val Bregaglia: carriage to St. Moritz, about 4 miles; carriage from St. Moritz to the Maloja Pass, passing the lakes of Sils, Silvaplana and Campfèr, about 12 miles; and thence on foot or by carriage (or diligence) down the Val Bregaglia to Promontogno, about 10 miles, where at



the "Galleria," a pleasant resting-place for the night will be found.

22nd—Promontogno to Bellagio: Carriage to Chiavenna, 9 miles; carriage (or diligence in correspondence with the steamer) to Colico, 16 miles; steamer on Lake Como to Bellagio. Visit Villa Serbelloni for view of Lake Lecco.

23rd—Bellagio to Milan: Steamer on Lake Como to Como; rail to Milan, 30 miles. Fine view of the Alps (and of the Apennines) from the roof of the Cathedral.

24th—Milan to Lucerne: An easy day's journey from this interesting Italian city to the heart of Switzerland, made possible by the opening of the wonderful St. Gotthard Tunnel; rail from Milan to Como, across Lake Lugano to Bellinzona, to and through the Tunnel


to Flüelen; thence steamer on Lake of Lucerne to Lucerne, (or, if the day should be stormy, by rail from Flüelen to Lucerne without leaving cars.)

25th—**Lucerne to the Rigi-Kulm**: Take steamer in afternoon to Vitznau, 1 hour, and inclined railway to summit, $4\frac{1}{2}$ miles, $1\frac{1}{2}$ hours; the famous view includes villages, towns, forests, a dozen lakes, and the magnificent peaks of the Bernese Oberland,—the Finsteraarhorn, Mönch, Jungfrau and others, clad in perpetual snow. Spend night here to see, if possible, the setting and the rising sun.

26th—**Rigi-Kulm to Zurich**: Inclined railway to Arth, 7 miles; steamer on Lake of Zug to Zug; rail to Zürich, $41\frac{1}{2}$ miles, $1\frac{1}{2}$ hours. Excursion on beautiful Lake of Zürich.


27th—**Zürich to Constance**: Rail, about 54 miles; (16 miles to Winterthur,

an important railway junction ; and thence to Constance, 38 miles,
about 2½ hours.)



28th—**Constance to Schaffhausen :** Rail along north shore of Untersee, 30 miles ; or, if time and weather permit, steamer on Untersee and Rhine, 3 hours. Spend the night at Neuhausen, 2 miles, for view of Falls of Rhine, which in point of volume, are “the grandest in Europe.”

As all the other more important points of interest can be reached by rail, and as the traveler's further movements will be determined in some measure by the route which he proposes to follow after leaving Switzerland, no other stages will be indicated. If in haste, or on his way to Germany, the traveler



will go to Bâle, and thence west or north. If time remains, he may go to Berne, Freiburg and elsewhere.

A review of his journey to this point will show that he has visited *real* Switzerland. He has seen the following passes : (and in this order :) Salvan, Gt. St. Bernard, Théodule, Gemmi, Grimsel, Furka, St. Gotthard, Oberalp, Schyn, Albula, Bernina, Stelvio, Finstermünz and Maloja, and has walked on the St. Gotthard road at Andermatt, and on the Splügen at Thusis. This list includes all of the principal passes except the Brünig, (Lake Lucerne to Lake Brienz,) the Joch, (Lake Lucerne to the Haslithal,) the Julier, (Upper Engadine to

Tiefenkasten,) the S. Bernardino, (Bellinzona to the Hinter Rhein), and the Simplon, (Lake Maggiore to the Rhone Valley.)

He has visited the Valley of Chamonix on the west; the valley of the Lower Engadine on the east; the Italian lakes on the south, and the Rhine upon the northern boundary.

He has seen or sailed upon the following lakes:—Neuchâtel, Geneva, Thun, Brienz, Como, Lecco, Lugano, Lucerne, Zug, Zürich and Constance.


He has admired the Falls of Pissevache, Giessbach, Staubbach, Reichenbach, Handeck and Rhine.

He has descended the Mauvais Pas, entered the Gorge du

Trient, beheld avalanches in their fall from the Jungfrau,
crossed the Devil's Bridge, walked in the Via Mala, passed
through the St. Gotthard Tunnel, and stood upon the Rigi.

He has touched the glaciers of the Grindelwald and the
Rhone, traversed the Mer de Glace, the Val Tournanche and
the Upper Théodule Glaciers, and has surveyed the vast fields
of ice seen from the Little Scheideck and the Gemmi, the
Gorner Grat and the Stelvio.

He has slept more than 8,000 feet above the sea; has
ascended by carriage to an elevation of more than 9,000 feet;
and has climbed on foot twice to more than 10,000 feet.



He has stood in silence before Mt. Blanc, the king of the Alps, and in admiration before the Jungfrau, the Queen of the Bernese Oberland. From the Gorner Grat he has beheld on the right, the Matterhorn—that solitary, wedge-shaped, naked monolith, towering amid the clouds; on the left, the huge, snow-clad domes of the Monte Rosa group; and below and between, a sea of ice, vast and silent.

When one has gazed day after day upon the

“Cliffs wrapped in snows of years,
Splintering with icy spears
Autumn’s blue heaven,”

and has journeyed week after week, where



" * * the vast mountains lie
Piled in the Switzer's sky,
Icy and gleaming,"


he can never regret having spent time, and toil and treasure
in visiting the home of the Alps. For is there one who
beholds—


" Those mighty hills, so shadowy, so sublime,
As rather to belong to heaven than earth,
But instantly receives into his soul
A sense, a feeling that he loses not,
A something that informs him 'tis an hour
Whence he may date henceforward and forever."

GUILIELMUS.



Supplement.

 **T** H E R E are few regular European travelers who do not know the pleasant face, genial nature, intellectual force and linguistic attainments of C. A. Barattoni, Esq. He has kindly permitted the use of his map of Switzerland, and has also written the trip through the Black Forest. His large experience as a traveler, and as tourist manager in Europe and America, is ample guarantee that those who travel this route will find it all he represents, and they will thank him for his




kindness and courtesy in furnishing an attractive excursion
which will not be found in the guide-books.

The Black Forest.

THESE is a way to enter the Rhenish district from Switzerland, the
beauty and interest of which is scarcely known to American travelers.
I refer to the trip through the Black Forest, or, as it is called in
German, Schwarzwald.

Many travelers think that they see sufficient of the Black Forest when
skirting it by railway between Schaffhausen and Offenburg, eastward or





westward. This is a mistaken idea. Traveling in the Black Forest should be performed by carriages; then alone can these vast pine-forest regions, the sombre tints of whose foliage give the district its name, be appreciated, not to say anything of the peculiar idioms, characteristic costumes, and unsophisticated manners of the inhabitants.

A desirable and most pleasant manner to visit the Black Forest, after leaving Switzerland, is the following:—

From Schaffhausen by rail *via* Waldshut to Albbruck, thence by diligence or private carriages (the latter preferable) to St. Blasien, and *via* Sternen Hollensteig to Freiburg. This trip can be accomplished comfortably in three days.

At the hotel Albthal, Albbruck, horses and carriages can be obtained for the journey through the forest to Freiburg.






1st DAY—Leave Albrück in the morning by carriages, and proceed through the cheerful Alb Valley to Tiefenstein, and over the picturesque Albthal Pass to St. Blasien.

2nd DAY—Leave St. Blasien in the morning by carriage, passing on the route the lakes called Schluchsee and Titisee; cross the Oberhöllenstein, ending the journey at Sternen Hohenstein in the Höllethal.

3rd DAY—Resume the journey by carriages, crossing the renowned Höllethal pass, the scenery of which is wild and grand in the extreme; thence by the valley of the Kirchzarten to Freiburg.

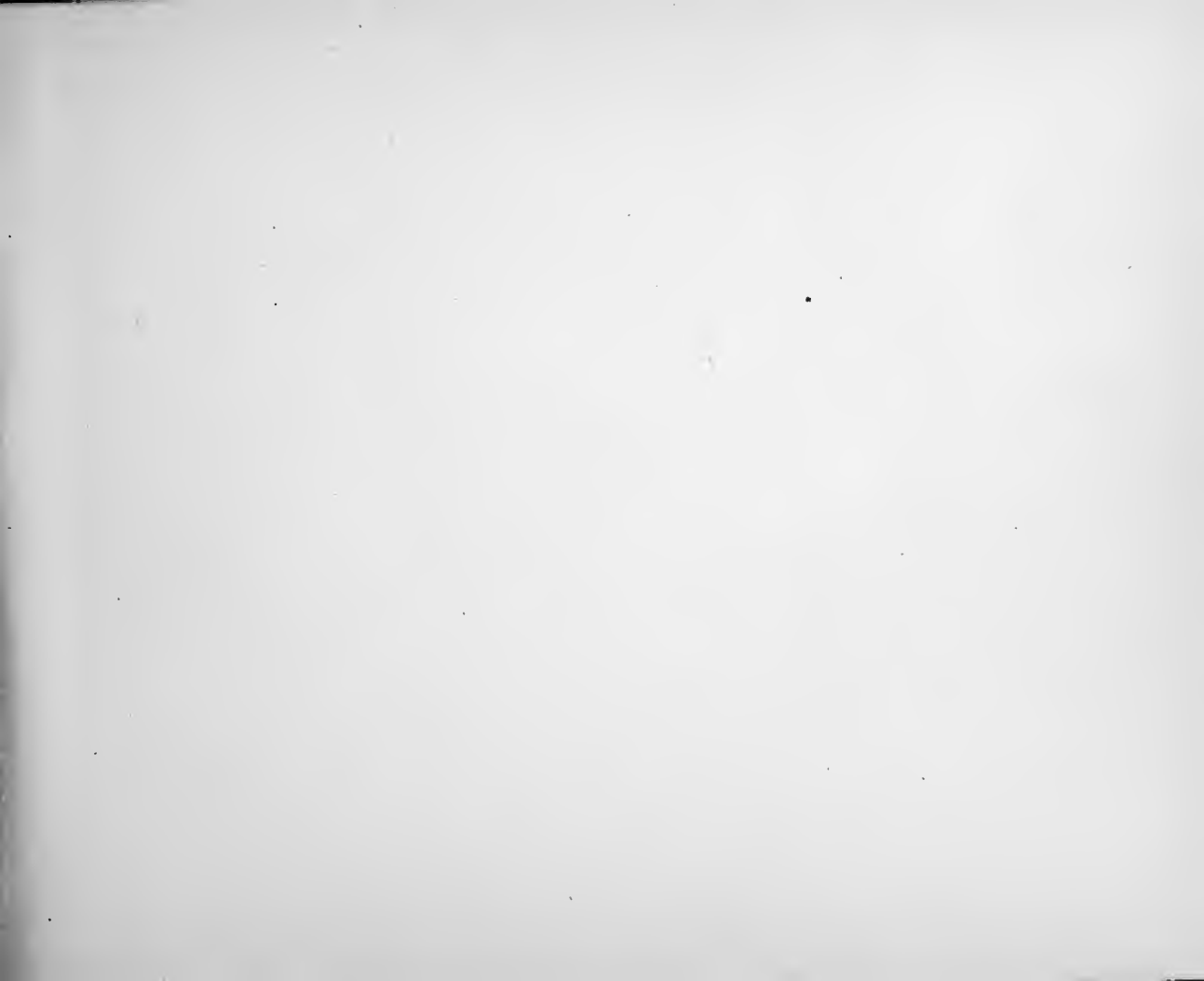
The Black Forest Association, having for its members all the landed or forest proprietors, as well as the hotel and carriage owners, see to the proper maintenance of the splendid roads in the forest, which



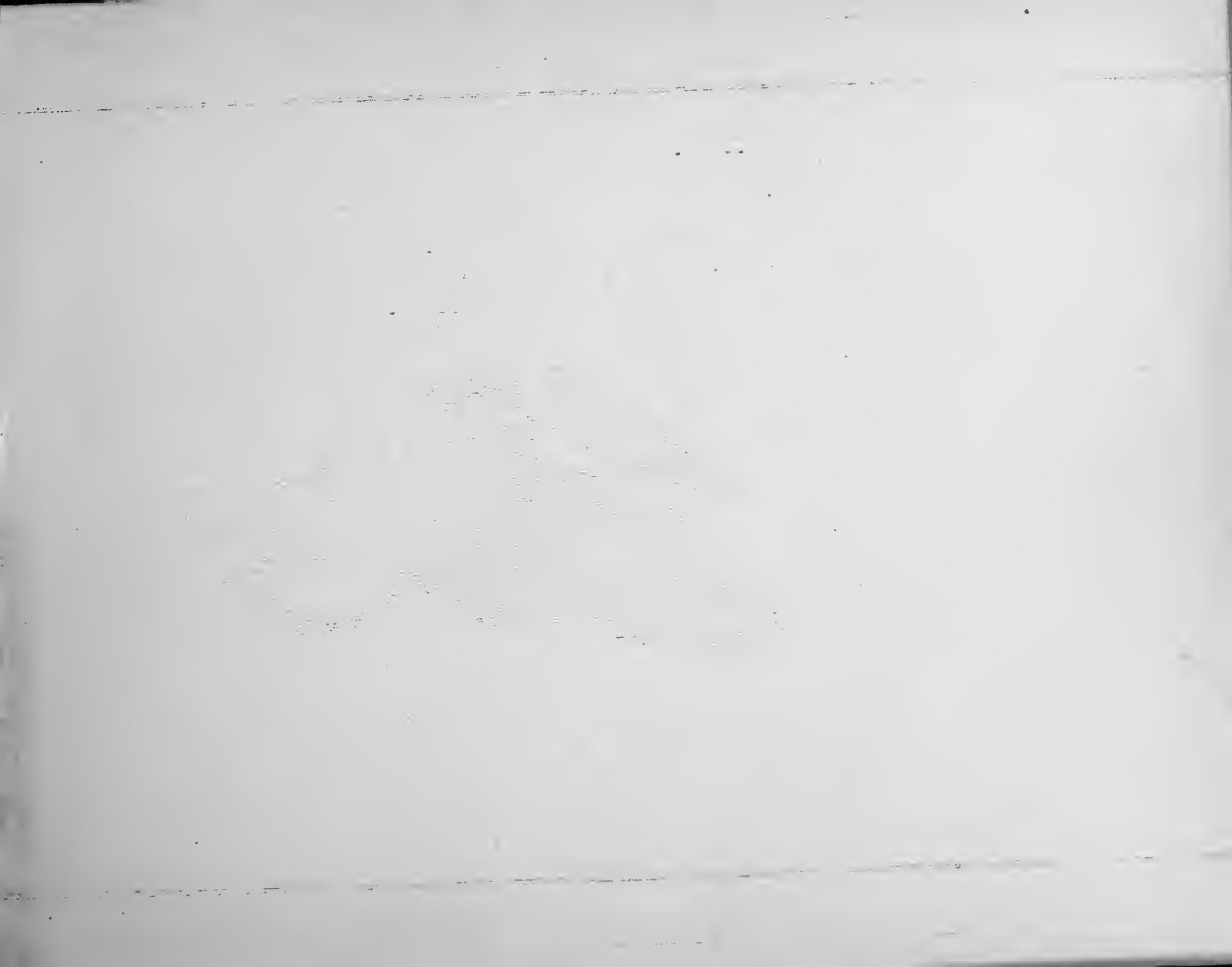
can only be compared to carriage-drives in a private villa or a public park.

The hotels in the Black Forest are small but good; and comfortable accommodation can be obtained.

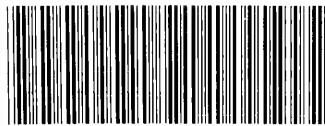








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